

OFFICE OF FISCAL ANALYSIS

Legislative Office Building, Room 5200
Hartford, CT 06106 ◇ (860) 240-0200
<http://www.cga.ct.gov/ofa>

SB-215

AN ACT CONCERNING ENGINEERING AND MAINTAINER
POSITIONS AT THE DEPARTMENT OF TRANSPORTATION.

AMENDMENT

LCO No.: 5635

File Copy No.: 645

Senate Calendar No.: 280

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 23 \$	FY 24 \$
Department of Transportation	TF - Cost	None	Up to 248,194
State Comptroller - Fringe Benefits ¹	TF - Cost	None	60,063

Note: TF=Transportation Fund

Municipal Impact: None

Explanation

The amendment strikes the underlying bill and its associated fiscal impact.

Section 1 requires the Department of Administrative Services (DAS), beginning in FY 24, to increase the rate of pay for the state's engineering intern job classification by the consumer price index for urban wage earners and clerical workers (known as CPI-W) for the previous 12-month period. Actual costs to the employing agency, the Department of Transportation (DOT), will depend the number of interns hired, and the

¹The fringe benefit costs for most state employees are budgeted centrally in accounts administered by the Comptroller. The estimated active employee fringe benefit cost associated with most personnel changes is 40.53% of payroll in FY 23.

rate of inflation, but is expected to be less than \$100,000 in FY 24.

Sections 2 and 3 concern other recruitment and hiring practices for DOT positions and are not anticipated to have a fiscal impact.

Section 4 requires DOT to establish, not later than FY 26 and annually thereafter, a transportation carbon budget that sets the maximum amount of greenhouse gas emissions permitted from the transportation sector.

Implementing this provision is estimated to cost \$210,000 in FY 24 for DOT to hire two transportation planner positions to oversee the program, as well as an additional one-time cost of \$1 million in FY 25 for a consultant to develop a framework and methodology for implementing the carbon budget. The staffing costs are anticipated to be ongoing. Costs for establishing a transportation carbon budget are expected to be eligible for up to an 80% federal cost share.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation, with the exception of the \$1 million consultant cost in FY 25 which is one-time.

The preceding Fiscal Impact statement is prepared for the benefit of the members of the General Assembly, solely for the purposes of information, summarization and explanation and does not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.